Daily Book Review

'The U-2 Affair'

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THE U-2 AFFAIR. By David Wise and Thomas B. Ross. Photographs. Random · House, 269, pages, \$4.95.

By John K. Hutchens THERE , were . all . those THERE were all those countless words about it in the press and then, when the uproar subsided a little, a couple of Washington newspaper correspondents correspondents went digging still farther. All on their own and without any official help from any agency or anybody, they dug into the story of Francis Gary Powers and his high flying machine, the luckless U-2 that fell out of the sky over Russia and shook the world on May 1, 1960. They dug for s year.

David Wise of the New York Herald Tribune and Thomas B. Ross of The Chicago Sun-Times are good and knowledgeable reporters. experienced in the ways of life in Washington and elsewhere. But even they must have been stendily surprised as they gathered the stuff of this book. Impossible as it scems, the U-2 Affilir turned out to be even stere of a mess than it had appeared to be in the first make.

Trouble Ahend

When the worst same to pass, their brisk bull comprehensive report suggests, either two one was a vincing the story or too case vice pie ople were. Its a dwader was in the misting long before that, they st on to show:

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David Wise

six months before by Clarence L. (Kelly) Johnson, Lock-heed's chief designer. But the dramatically revealing, and intensely disturbing, heart of the book is the immediate prelude to May 1 and its funtastic aftermath.

Earlier U-2 flights over Russia having been so frequent and easy as to become milk run." Was Powers given an inadequate preflight psychological tramina-tion? Alien W. Dalles, CIA-director, later intrinsed as much. Were the latesident, and his Secretary of State aware that this U-2 intesion. only sixteen days befree the scheduled summit assting in Poris, was taking place? They were not.

One Sunday Morning But it was on Sunday, May

11:15 a. m. in Washington, that the real confusion began, with a phone call to Hugh 8. Cumming ir., Chief of Intelligence and Research of the State Department, that Powers and his U-2 were overdue at their terminal point in Norway, Mr. Herter was in Istanbul, Mr. Dulles I New York, Mr. Bisenhower Comp Deeld At & CIA de la company de was touched up and Istanbul. No one sh attention to it M May 5 Khrushchev



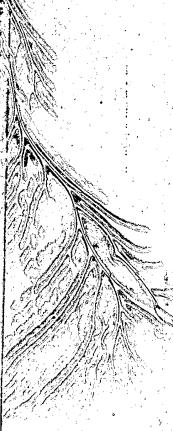
Thomas B. Ross.

dropped his bomb, or sart of it: an American sand down on Russian soil The National Security Council Secided to stay with the conter etory. Although the NEO AN also decided that the Stan Department was to do the talking, the story with all is new, embellished, soon-to-baexposed untruths was citate out by the National Aeria nautics and Space Adraw istration, without cleared from State, CIA or Write House. Who gets the hame for this remains a question.

A Lesson

To jump the gun that way, without yet knowing whether Powers was dead or alive, wosthe key blunder—as, the authors say, the President later. "privately admitted." Then Khrushchev dropped the rest of his bomb-Powers' survival—and the blunders multiplied. The cover story was renewed, then abandoned. Mr. Eisenhower was officially said not to have authorized the flight, but then be personally assumed responsibility. A statement by Mr. Herter implied (or did it?) that the flights would construe.

How did it all happent We may never know completely. but thanks to the tireless research of the Measts. Wise and Ross we know more than we could have known until now. It was a fearful lesson in overconfidence, executive indecision, faulty timing-fearful but, as this account of it promises to be, enduringly valuable.



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